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15,002 of 96

A.D. 1896. JULY 7. No. 15,002.

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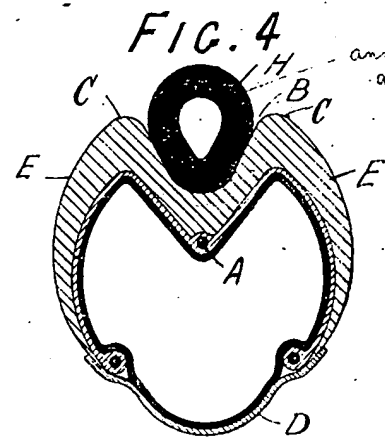
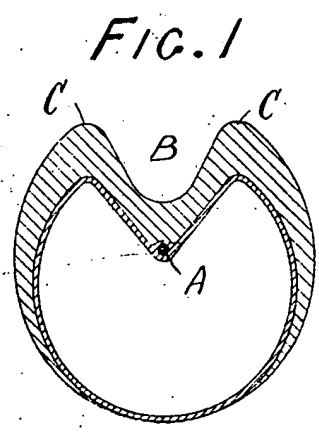
TATTERSALL'S COMPLETE SPECIFICATION

(1 SHEET)

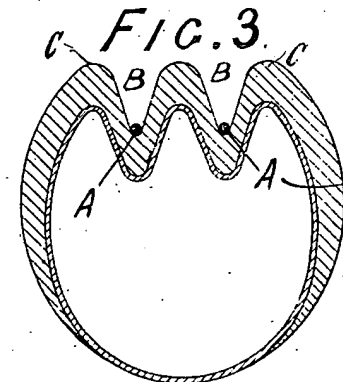
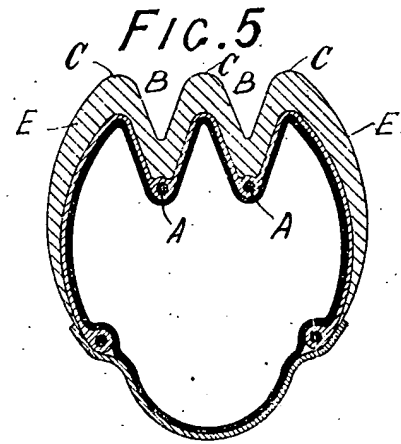
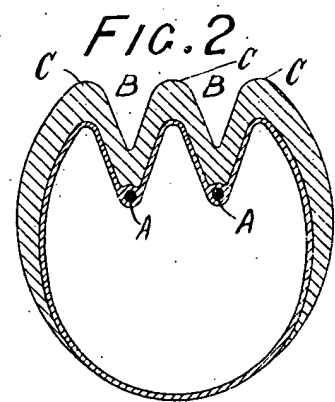
FOR CARRIAGES & WAGONS,

7-1896

Tires,
Pneumatic



annular back of any material, such as rubber etc, partly filling the annular depression (See U.S. 17, p. 17 of 1896)



Wire p. 218

[This Drawing is a reproduction of the Original on a reduced scale]

to no 152-13-7C

See

LONDON. Printed by DARTING and SON Ltd. for Her Majesty's Stationary Office. 1897.

Malby & Sons. Photo-Litho

British, #18284 of 1893, ~~152-352~~

N^o 15,002



A.D. 1896

Date of Application, 7th July, 1896

Complete Specification Left, 7th May, 1897—Accepted, 12th June, 1897

PROVISIONAL SPECIFICATION.

Improvements in Pneumatic Tyres.

I, WILLIAM TATTERSALL, of 51, Wellclose Terrace, Leeds, in the County of York, Engineer, do hereby declare the nature of this invention to be as follows:—

This invention relates to improvements in pneumatic tyres for cycles, automotors, and other road vehicles.

5 The said improvements consist in forming an annular depression circumferentially around the periphery of the tyre so as to divide the arch crown or tread and thereby form two parallel crowns or treads having an annular space between them. The two crowns or treads thus formed may be of any suitable shape or cross section and their walls may be thickened at the parts most liable to puncture.

10 This annular depression may be formed by means of a wire or other non-elastic ring of suitably less diameter than the extreme diameter of the tyre and the walls of the tyre may be shaped or moulded so as to readily conform to this particular shape.

By this construction the resilience is increased, there is less liability to puncture and the tendency to "side-slip" is reduced.

15 The said annular depression may be partly filled by an annular tube or its equivalent.

The periphery of the tube may be divided into more than two arches, crowns or treads by two or more circumferential depressions.

20 Dated this 6th day of July 1896.

DRACUP & NOWELL,
Bradford, Patent Agents.

COMPLETE SPECIFICATION.

Improvements in Pneumatic Tyres.

25 I, WILLIAM TATTERSALL, of 37, Glasslyn Road, Crouch End, London, late of 51, Wellclose Terrace, Leeds, in the County of York, Engineer, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in pneumatic tyres for cycles, automotors, and other road vehicles.

30 The said improvements consist in forming an annular depression circumferentially around the periphery of the tyre so as to divide the arch or crown or tread and thereby form two parallel crowns or treads having an annular space between them. The two crowns or treads thus formed may be of any suitable shape or cross section and their walls may be thickened at the parts most liable to puncture.

35 This annular depression may be formed by means of a wire or other non-elastic ring of suitably less diameter than the extreme diameter of the tyre and the walls of

[Price 8d.]

Tattersall's Improvements in Pneumatic Tyres.

the tyre may be shaped or moulded so as to readily conform to this particular shape.

By this construction the resilience is increased, there is less liability to puncture and the tendency to side slip is reduced.

The periphery of the tyre may be divided into more than two arches, crowns or treads by two or more circumferential depressions.

Reference is to be had to the accompanying sheet of drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in each of the figures.

Figure 1, represents a cross section of a single tube pneumatic tyre made in accordance with my invention.

Figure 2, represents a similar view illustrating a tyre having three crowns or treads.

Figure 3, is a similar view illustrating a modification in construction.

Figure 4, represents a cross section of a tyre and rim showing the improvements applied to a tyre having a detachable outer cover. Figure 5, is a similar view in which the tyre is made with three crowns or treads.

In Figures 1, 2 and 3 the tyre is moulded to approximately the form shown and the endless wires A are introduced to preserve this shape when inflated that is to say to hold the tyre at the depression B and form two or more distinct crowns or treads C.

The tyres shown in Figures 4 and 5 are fitted to what are generally known as "Dunlop" rims D and the outer covers E are what are known as "wired on." It is however obvious that the improvements are equally applicable to the "Clincher" tyre or to other types of pneumatic tyres. The covers are moulded to approximately the form shown and endless wires A are introduced for the same purpose as those described with reference to the former figures.

In Figure 4, the annular depression B is shown partly filled by an annular tube H which extends circumferentially round the tyre.

The tyres may be made of the usual material and may be inflated in the ordinary way.

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed, I declare that what I claim is:

The improvements in pneumatic tyres herein described and illustrated, substantially as shown and described.

Dated this 5th day of May 1897.

DRACUP & NOWELL,
Bradford, Patent Agents.